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in one usually involves a decrease in the other. There has been a gradual decrease in the profiles or transverse dimensions of commercially available intravascular catheters and guidewires particularly for use in coronary arteries. However, concomitant with the decrease in profile has been a loss in pushability and kink resistance.

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On page 2 fourth full paragraph please amend the paragraph to read:

NiTi guidewires tend to be too springy, especially when negotiating a tortuous path in vessels, they do not have good pushability because want to straighten out or return to their original shape. NiTi guidewires will readily get hung up when rotated while extending around a curved path. NiTi guidewires can not be torqued as readily as stainless steel because it is springier. NiTi guidewires tend to have good shape memory. The shape memory makes it difficult for a physician to shape the tip of the guidewire with his fingers for accessing difficult to reach portions of the patient's vascular system.

On page 6 in the 2nd paragraph please amend the paragraph to read:

a3
A guidewire is shown in Fig. 1 having a titanium molybdenum alloy which [is] has properties between that of stainless steel and NiTi alloys. The titanium molybdenum alloy is easier to use and has better torque, softness and pushability for use in the passageways of patients than guidewires made of other materials.

On page 7 in the first paragraph please amend the paragraph to read:

a4 Alternatively the guidewires can be made with a range of values for its alloys. The range of values is approximately 75-83% titanium, 8-14% molybdenum, 4-8% zirconium and 2-6% tin by weight.

On page 7 in the fourth paragraph please amend the paragraph to read:

a5 A guidewire made from a titanium molybdenum alloy is less springy than NiTi alloys but more springy than stainless steel. Titanium molybdenum alloys are stiffer than NiTi alloys but not as stiff as stainless steel. Therefore titanium molybdenum alloys have desirable properties when used in guidewires.

On page 7 the last paragraph bridging onto the next page please amend the paragraph to read:

a6 Figure 2 shows the relative stress and strain curves comparing NiTi alloys, curve 35, stainless steel, curve 30 and titanium molybdenum alloy, curve 33 guidewires. The graph charts the percentage of maximum bending moment (inch=pounds) as related to the angular deflection (degrees). It shows the percentage that each wire returns to its original shape after being bent to a given moment. As shown on the chart, when deflected, Nitinol returns to its shape, stainless steel returns to only about 5% of it's original shape and titanium molybdenum alloy such as Beta III alloy returns to about 50% of its original shape. Thus the titanium molybdenum alloy such as Beta III alloy exhibits springback properties between Nitinol and Stainless steel.

On page 8 the first full paragraph please amend the paragraph to read:

a1 Fig. 1 shows a side view of a guidewire 10 having a proximal end 12 and a distal end 14. The distal end 14 has a smaller diameter than the proximal end 12 to make it softer and more easily bendable. It is desirable to have a softer distal end 14 such that the guidewire will bend and follow the curves of a blood vessel or other passageway that the guidewire is inserted into. The guidewire is provided with a rounded distal tip 16 at the tip of the distal end 15 to secure the coil 18 to the distal end 14 and to prevent the tip of the distal end 15 from penetrating tissue in the passageway as the guidewire is being inserted. The guidewire 10 is also provided with a coil 18 which can be made out of platinum, tungsten or similar radioopaque materials to act as a spring, allowing the thinned distal end 14 to bend and yet spring back into place after the guidewire is transported around a curve in the passageway.

a8 (On page 9 second full paragraph please amend the paragraph to read:

Abrupt changes in the stiffness of the distal end of the guidewire causes kinking at stress points of the coil, when the distal end is bent. By having a larger number of tapered sections with small changes in the diameter the flexibility (bendability) of the guidewire can continually increase toward the distal end of the guidewire 14 without an abrupt change averting kinking.

(On page 9 fourth full paragraph please amend the paragraph to read:

a9 The titanium molybdenum alloy steers better than stainless steel guidewires or NiTi alloy guidewires because it is more flexible than stainless steel yet stiff enough to have torque and is stiffer than NiTi.